

Masonic Temple



Weekly Calendar

MONDAY:

Leah Chapter No. 2—Regular

TUESDAY:

WEDNESDAY:

THURSDAY:

FRIDAY:

SATURDAY:

All visiting members of the Order are cordially invited to attend meetings of local lodges



MARINE ENGINEERS' BENEFICIAL ASSOCIATION

SAWAHAN TRIBE, No. 1, I. O. R. M.

Meets every first and third Thursday of each month at 7:30 o'clock in Pythian Hall, visiting brothers cordially invited to attend.

W. J. ROBINSON, Sachem.
E. V. TODD, C. of R.

HONOLULU LODGE, No. 616, B. P. O. E.

Honolulu Lodge No. 616, B. P. O. E., meets in their hall, on King Street, near Fort, every Friday evening. Visiting brothers are cordially invited to attend.

D. P. R. SEIBERGER, E. R.
GEO. T. KLUENIGEL, Sec.

WM. McKINLEY LODGE, No. 8, K. of P.

Meets every 2nd and 4th Saturday evening at 7:30 o'clock in K. of P. Hall, cor. Fort and Beretania. Visiting brothers cordially invited to attend.

F. F. KILBEY, C. C.
E. A. JACOBSON, K. R. S.

OAHU LODGE NO. 1, K. of P.

Meets every first and third Friday at 7:30 o'clock, Pythian Hall, corner Beretania and Fort streets. Visiting brothers cordially invited to attend.

S. DECKER, C. C.
O. HEINE, K. of R. & S.

HONOLULU AERIE 140, F. O. E.

Meets on second and fourth Wednesday evening of each month at 7:30 o'clock, in San Antonio Hall, Vineyard street, near Emma. Visiting brothers are invited to attend.

GEO. A. DAVIS, W. P.
WM. C. MCCOY, Secy.

6

Varieties

—OF—

Bread Baked Daily

You can have your order changed daily and be supplied with any of these varieties from

Love's Bakery

PHONE 1431 1134 NUUANU ST.

C. Q. Yee Hop & Co.

MEAT MARKET AND IMPORTERS
Telephone No. 3451

FLIES DROWNED IN THE JUICE

No tests have been made to ascertain whether the maggots in the fruit sent over by Francis Gay of Kauai were those of the Mediterranean fruit fly or not, owing to the fact that the samples were not prepared in a proper way and consequently the maggots were all drowned.

Horticulturist J. Edgar Higgins of the Federal experiment station has sent over for some more infested fruit and will try and breed out from them when they come. The first samples which were sent over were just placed in a bottle without any moss or sand to soak up the fruit from the juice, which, when it accumulated, drowned whatever maggots there were.

An examination was made, but the only things that could be found were the little vinegar flies, and Mr. Higgins does not think that there were any fruit flies. At the same time, he will not make any definite assertion until he has had a chance to breed out some.

The ones sent along to the Territorial experiment station on King street were in the same way, and it is also waiting for some more samples.

LOCAL AND GENERAL

J. STONE, of Los Angeles, will take the management of the Hilo and Hawaii Telephone company, left vacant by the death of E. E. Richards.

Road Supervisor Wilson has a force of men at work on repairs to Bethel street today. The street surface is being filled with macadam and after oiling is to be rolled.

Although the money for the Territorial bonds should have been paid in yesterday Governor Frear has received no intimation from Treasurer Conkling up to the present time.

No copy of the petition which is reported to be in circulation at Hilo against shifting the armory has reached the Governor. He stated this morning that he had heard of it but had had no official knowledge.

The Road Committee of the Board of Supervisors has given the Territorial Public Works Department the use of a rock crushing plant on Alewa Heights. The plant is to be used to supply material for the construction of the industrial school building.

Robert W. Shingle, City and County Treasurer, has been granted an extension of leave of absence covering a period of one week. Mr. Shingle some weeks ago left for the coast but was called back to the city on business.

The annual meeting of the Commercial Club is scheduled for tomorrow evening. Dinner will be served at 7:30, and business will be taken up half an hour later. Five officers of the board of directors, whose terms have expired, will be elected at this time.

The City and County Supervisors decided at noon today to advertise for bids for doing work on Queen street between Fort and Alakea. It is the intention to resurface this portion of the business thoroughfare. Local contractors will be given until September 19th to file tenders according to specifications.

Nuuanu avenue was remembered this morning when Road Supervisor Wilson sent a number of men into the valley to work on the upper end of the avenue which has for months been left in an uncompleted state. With the first of September the road department contemplates continuing their entire efforts towards a completion of Nuuanu avenue improvement.

The Belt Road Commission will advertise for bids for completing that section of the proposed belt road system of the islands, for which plans and specifications have been prepared in the office of City and County Engineer Gere. The section now to be let at contract includes about six miles of road from the north end of Hecla ridge fields and extending to the Waihalae bridge, in the district of Koolau-poko. Final action in this matter is expected to be taken by the Commission at its meeting to be held tomorrow.

Miss Laura G. Smith of Republican City, Neb., and Alfred D. Addison, a senior in the medical school at the University of Nebraska, were married on Castle Rock, 550 feet above the ground, in Boulder Canyon, Colo.

WANTS

HELP WANTED.

Girl for general housework. Apply Honolulu Wire Rod Co., Alakea St. 5013-31

FOR SALE

Ford touring car, 30-horsepower, in good order. Address "W. Z.", Bulletin office. 5013-31

Maxwell runabout in first-class condition. Address "H. O.", Bulletin office. 5013-31

TAILORS.

C. T. Akana—Merchant tailor. Fine suitings. 1039 Nuuanu St.

Furniture and Piano Movers

City Transfer Co.

Phone 1281

JAS. H. LOVE

Shipping

KOREA ON THE WAY WITH ROOM FOR MANY PASSENGERS

Little Gasoline Schooner Eclipse Away for the Philippines—No Inter-Island Arrivals This Morning—Lurline to Sail for Kahului This Evening, Followed By the Japanese Freighter Buyo Maru for the Orient.

One hundred cabin passengers can be accommodated in the Pacific Mail liner Korea that is now on the way from Yokohama and expected to arrive at Honolulu on Friday, September 1st.

According to a cable received at the agency of H. Hackfeld and Company, the Korea sailed from the last Japanese port of call yesterday. The Pacific Mail boat has seven hundred and fifty tons Oriental freight for discharge here.

The local agents feel assured that there will be ample accommodation in the Korea for all applicants.

It is the present intention to dispatch the steamer for San Francisco the afternoon of the day of arrival.

Eclipse Begins Long Voyage.

The little gasoline schooner Eclipse which some weeks ago was sold to Manila parties and since that time has received a general overhauling at the local marine railway began the long voyage to the Philippines yesterday afternoon. The Eclipse sailed from here with a crew of eight men who for the most part were Filipinos.

The Eclipse is to be operated in the coasting trade in the Southern Philippine islands. The Eclipse was at one time a factor in the movement of cargo between island ports and Honolulu. The vessel was turned out from a Pacific coast shipyard and in connection with a sister ship the Eclipse covered a regular schedule of trips. The surprise was wrecked off Hawaii in 1902. The Eclipse used an auxiliary gasoline engine, but in departing for the Far East yesterday, the machinery will not be relied upon to aid in the movement of the vessel as the schooner will depend solely upon her sails.

Fast Ocean Mail Service.

WASHINGTON, D. C., Aug. 15.—An order of considerable importance, from both a postal and commercial point of view, has been issued by Postmaster-General Hitchcock, looking to the establishment of an ocean mail service by sixteen-knot steamers between leading Atlantic and Pacific ports in the country and the ports of Colon and Panama. The advertisement provides that the service shall begin in the fall of 1914 or as to be in operation when the Panama Canal is opened.

Under the proposed contract fast steamers will furnish weekly service, on one hand between New York and Colon, calling at Charleston or Savannah, or both, and from New Orleans to Colon, and on the other hand from Seattle and San Francisco to Panama, calling at San Pedro or San Diego, or both.

The opening of the canal will enable steamers, which, under this contract, carry mails to Colon or Panama, to continue their journey through the canal and to proceed on the western voyage to points on the Gulf and Atlantic coasts, thus permitting them to carry cargoes between distant points without breaking bulk.

This will afford a convenient and reliable transportation line for freights in swifter steamers than any now available between seaports on the two coasts.

Thus, the completion of the Panama Canal, which is expected to open a new era in commerce of the world, will be accompanied by the establishment of an American ocean mail service that should fill a long-felt want in our commercial relations with Central and South America.

The postmaster-general has provided in the advertisement for a guarantee against the control of the lines by competing railway companies. This new provision in ocean mail contracts is in keeping with the policy of the administration regarding restraint of trade.

Hitchcock expects the surplus revenue of the department will be sufficient to meet the cost of this new service, which will be close to \$1,000,000 a year.

Plague Injured Steamship Business.

At the recent half-yearly meeting in Tokyo of the Nippon Yusen Kaisha, it was stated that business had been fairly active in the far eastern service, but owing to the prevalence of plague in Manchuria several ports in North China and Korea were not touched at, and the number of passengers and the quantity of cargoes were both adversely affected.

Besides 11 liners employed on the European service, 3 special steamers were placed on this run. Outward bound cargo was scarce in Japan, but brisk in Shanghai and Hongkong. In the Straits Settlements and Colombo no increase on other years was to be noted.

On homeward voyages owing to signs of recovery from the general commercial depression and in consequence of imports anticipatory to the revision of the customs tariff, coupled with the small number of outside foreign steamers trading in the Far East, the quantity of cargo has naturally increased. The number of passengers has increased throughout all classes, owing to the popularity of new steamers.

Claims a Lack of Junior Officers.

The large shipping companies on the Indian and China Coasts are at the present time experiencing considerable difficulty in obtaining the services of junior officers. The reason is said to be that in the earlier days when the pay and conditions in the merchant service were far inferior to what they are now, the companies who owned vessels serving on these coasts were able to pick and choose just where they desired in engaging their officers; but at that time the remuneration for officers on the coasts was considerably higher than that which obtained in the "old country." During late years officers' wages have increased to such an extent that an officer is far better off in a good company serving out of the home ports than he is abroad on the China coast.

To Replace Tug Navajo.

With the transfer of the fast sea-going tug Navajo from San Francisco to Honolulu station it is stated on good authority that the United States government is looking towards the purchase of another vessel. Negotiations which are likely to result in the Redstock tug Dauntless going into the hands of the Government are under way. The well known tugboat is at Mare Island, where she is being inspected by Federal engineers as to her merit for the service she will enter if she is purchased by the Navy Department. If the Dauntless is purchased from her present owners she will take the place of the naval tug Navajo, which is now stationed at Honolulu. The Dauntless is a product of local ship yards, having been launched here in 1892. She is of 501 tons and has been considerable service on the bay and along the coast.

New Tanker for Union Oil.

SAN PEDRO, Aug. 3.—Another large oil tanker steamer is being built for lease to the Union Oil Company of California. It will be delivered early in 1912.

The new vessel is being constructed by Swan, Hunter & Wigham, English ship-builders and engineers, in the Woollooloo ship yard on the Tyne. It will be delivered to the Union Oil company at San Francisco. The steamer will have a tank capacity of 93,000 gallons. Its bulkheads

will be 22 feet 6 inches apart, instead of 30 feet.

The boat will be 620 feet long and will require a crew of 25 seamen. The boat will ply between Port Harford and Chile and Port Harford and British Columbia.

Lurline to Kahului.

General cargo to the amount of two thousand tons has been going out of the steamer Lurline in a manner which presages the dispatch of that vessel for Kahului this evening. Five hundred tons freight will be left at the Maui port before the Lurline returns to Honolulu to take on a shipment of sugar destined for San Francisco. The Lurline is to take a shipment of about three thousand tons sugar and over thirty thousand cases of pineapples according to present demands for cargo space.

Many Rocks and Shoals are Removed.

The report of the British Admiralty Hydrographer states that during the year 1910 as many as 378 rocks and shoals dangerous to navigation were reported. Of these, 16 were discovered by vessels striking on them; 76 were reported by surveying ships; 19 by other of H. M. ships; 9 by various British and foreign authorities; and 258 by colonial and foreign Governments; while in the same period 39 previously reported dangers have been expunged from the charts.

Buyo Sailing at Five O'clock.

A mail may be dispatched to the Orient in the Japanese freighter liner Buyo Maru, which is scheduled to depart for Japan ports at five o'clock this evening. The Buyo has been discharged of nearly seven hundred tons South American nitrates during her stay at Hackfeld wharf. The Japanese steamer is carrying nearly two hundred Oriental passengers in transit to the coast of Asia.

Welch Taking Sugar Ballast.

It is the present intention of C. Brewer and Company, agents for the bark Andrew Welch, to dispatch that vessel for San Francisco on or about next Tuesday. The Welch will depart with sugar ballast and there is a possibility that a few passengers will avail themselves of the windjammer in making a trip to the coast.

Germans Strive for Coaling Record.

The coaling record of the German navy is held by the battleship "Westfalen," which on May 12 last, loaded coal at an average speed of 482 tons an hour, with a maximum of 587 tons an hour. Next in line comes the "Schleswig Holstein," with an average of 493.8 tons, and maximum of 566 tons.

Sugar Away for the Isthmus.

Sugar to the amount of nearly twelve thousand tons is reported to have left the islands by the way of Port Allen on last Monday with destination as Salina Cruz. The sugar was loaded into the American-Hawaiian freighter Mexican and a portion came from Honolulu as well as Hilo.

Oil for the Islands.

Oil for the tanks of the Union Oil Company is reported by cable as having left the coast in the American tanker Santa Maria. The vessel should arrive here by the first part of September and will bring in the neighborhood of forty thousand barrels of fuel oil.

Explosives for Hawaii.

The Inter-Island steamer Helene was dispatched at noon today for Hawaii ports including Oahu, Kauai and Niihau. The steamer carried no passengers but sailed with a fair sized general cargo of which was a quantity of explosives.

Japanese Buying More Tonnage.

A recent Tokyo dispatch states that Japanese firms and individuals have within the past few months purchased foreign steamers to an aggregate extent of 80,000 tons, in anticipation of customs reforms.

Honolulu Makes Maui Port.

With lumber and supplies for Maui plantations, the American schooner Honolulu, eighteen days from the Pacific Coast port is an arrival at Hana. The vessel reached the Valley Isle port last Tuesday.

Salvator is Reported on the Way.

According to advices received here the American schooner Salvator with a shipment of lumber is on the way from Mukilteo with Honolulu or island ports as destination.

Mail Away This Evening.

At five o'clock this evening the Inter-Island steamer W. G. Hall with a fair list of passengers and some general cargo will be dispatched for Kahului ports of call.

Expansion Away for Fort Bragg.

Island advices are to the effect that the American schooner Expansion sailed from Honolulu for Fort Bragg on last Saturday.

Wat It Submarine Searchlight.

Ship masters are seeing things of nights out in Oriental waters. A story of mystery rivaling the successful efforts of a Jules Verne relates the experience of the skipper and officers in the Dutch coasting steamer Valentijn who saw large "wheels of bright light" apparently projected from beneath the surface of the sea and in some quarters it is believed that the

REPORTING OF CONTAGIOUS DISEASES MUST BE MADE

Ex-Governor Carter, chairman of the sanitary commission stated, at the meeting of the board of health yesterday afternoon that the vital statistics of a country were to it what its balance sheet was to a big business house. President Pratt fully realizes this and he is also cognizant of the fact that a great number of the contagious diseases are never reported.

He intends to bring the matter before the Territorial Medical Association and ask for the cooperation of the doctors. That it is not intentionally neglected but only through forgetfulness in his idea and he thinks that if it brought to the notice of the doctors that they will come through with every case.

There is a law covering it but it has dropped out of use. In the future, however, particular care is to be taken and the president will try to work out all the percentages to be obtained as to locality and nationality in relation to certain diseases.

About 11:30 p. m. the captain states, the sea was lit up by bands of light which seemed to him to proceed from an invisible centre, and to revolve round the ship at regular and short intervals of about half a second. The bands of light were well defined. The phenomenon can best be described as resembling a carriage wheel with lighted spokes (the bands of light). Every now and then two streams of light shot out from some distance in front of the ship and passed on either side of it. The water at the bow of the ship was not lighted up. These two streams of light appeared to come from an ever shifting point.

The wheel of light just referred to, when viewed from the fore part of the vessel, appeared to revolve in the same direction as the sun viewed from aft the motion was continuous. After about a quarter of an hour the motion diminished and light bands became less sharply defined and shortly afterwards the motion stopped.

The sea however still remained bright and displayed changes of light and dark patches, the whole resembling a gigantic chess board with white and dark squares. The light patches lessened gradually in number till after about half an hour it disappeared altogether.

The same phenomenon was witnessed by the captain of the Valentijn in August last year very early at the same place. During the former the captain took notes of the event and sent a report to the meteorological observatory at Utrecht. In the present case samples of water have been taken for examination.

IN FOREIGN PORTS.

Thursday, August 24.

NEW YORK—Arrived, Aug. 23: Sp. Edward Sewall, from Kahului, hence May 9.
SAN FRANCISCO—Arrived, Aug. 23: a. m.: S. S. Tenyo Maru, hence Aug. 18.
KAANAPALI—Sailed, August 23: S. S. Rosecrans, for Monterey.

BIDS OPENED FOR MOTOR TRUCKS

(Continued from Page 1)

Harry A. Wilder, representing the Rambler Chemical Engine Company offered one machine at \$5400, two machines at \$10,800.

The Royal Hawaiian Garage stated that they were in the market with a Knox chemical at \$5360 and two machines at \$11,920.

The von Hamm-Young Company strongly urged upon the board to insist upon the chemical engines being equipped with pneumatic tires. Fire Chief Thurston on the other hands much favors the solid tire for Honolulu. He takes the stand that there is not a great demand upon such a machine in this city to warrant the extra expense. A proper consideration of the several tenders will be held this evening.

If, as reports from Washington have had it, Japan has decided to ship some of her surplus population to the Philippine Islands, such action would not be construed as opposing any understanding with the United States, as the immigration regulations with Japan are held by some not to apply to those islands. The Japanese government is said to be advertising in the press that it will make special inducements to all who wish to emigrate to the Philippines or to the Latin-American republics.—Army and Navy Journal.

Regulations prescribing the standard for field firing and the proficiency test for the U. S. Army have been issued from the office of the Chief of Staff. The regulations, which are published in a pamphlet of thirty-eight pages, which includes tables, were prepared at the School of Musketry, Presidio of Monterey, Cal., for use in field firing and the proficiency test provided for in the Small-Arms Firing Manual.

Capt. George Van Horn Moseley, 5th U. S. Cavalry, recently appointed to the General Staff of the Army, has been assigned to duty in the Division of Militia Affairs, War Department, General Staff.

ARRIVED

Thursday, Aug. 24.
Hawaii ports—Helene, stmr., a. m.

DEPARTED

Wednesday, Aug. 23.
Manila—Eclipse, schr., 2 p. m.
Thursday, Aug. 24.
Oahu, Kukulau, Papekoku—Helene, stmr., noon.

PASSENGERS BOOKED

Per stmr. W. G. Hall, for Kauai ports, Aug. 24.—J. W. Neal, O. Baldwin, B. D. Baldwin, Mrs. E. B. Waterhouse, C. J. McCarthy, S. B. Waggoner, Jas. Wakefield, J. L. Robinson, Bishop Restrick.
Per stmr. Clunidine, for Hawaii via Maui ports, Aug. 25.—C. H. Brown, Bishop Liebert, J. J. Walsh, Mrs. Walsh, A. B. Kennedy, J. D. McVeigh, M. Morito, S. Lyman, A. F. Ewart, Mrs. N. Robeck, G. Hanna, W. Robeck, Miss H. Maull, Miss H. Kealoha, Mrs. Keawe, Major Willis, Capt. Puck, Lieut. Venzor, Rev. C. Nakamura, Mrs. J. Lyman, M. Ah Yon, J. Lutz, Mrs. Lutz, Miss A. Meyers, Miss L. Meyers.

Per stmr. Kinan, for Kauai ports, Aug. 29.—Mrs. Mahikoa, Paul Isenberg, C. A. Rice, Miss B. Soper, Mrs. J. H. Soper, Mrs. R. Hamill, Mrs. J. W. Asch, L. T. Peck, Mrs. Peck, Mrs. A. Lucke, N. Peck, Miss C. Stewart.

Per stmr. Mauna Kea, for Hilo via way ports, Aug. 29.—Mrs. F. G. Snow, Miss Finkel, Mrs. M. M. Graham, Miss G. E. Allen, Miss E. G. Lyman, A. Lewis, S. P. Carr, F. Dohman, Jr., Ernest Ross, R. E. Bond, A. C. Wheeler, G. S. Wright, Spencer Hekerton, Mrs. A. K. Min, C. Nichols, S. Nichols, Mrs. Nichols, J. A. Thompson, Miss L. Benner, Miss Naluo, Miss A. Mudge, H. G. Winkley, Mrs. Winkley.

WATERFRONT NOTES

Aeroplane Boat in the Philippines.
Driven at a fast rate of speed and practically skimming over the surface of the water, a new and strange craft is predicted will soon make its appearance in Philippine waters and will be the first vessel of its kind to operate in the East. The aeroplane boat which is now about ready for service will be used by Insular Secretary of the Interior Worcester in making excursions into the many inland waterways.

The hull which will be used in these experiments is that of a launch the property of Mr. Worcester. The engine and propeller have been loaned by Mr. Edward D. Schimming, of the Manila trade school. The propeller is designed to be used in the air, and is of the two-blade variety, and six feet long, identical with the propeller of an aeroplane.

The fifty horse power engine which it is planned to use on the boat is capable of driving an Overland automobile at a speed of 60 miles an hour, and with such power it is confidently expected that the six-foot air propeller, when attached to this engine, will drive the launch at a fast rate of speed.

The primary purpose in the construction of such a craft is that Secretary Worcester desires to discover some better means of navigating the shallow rivers of the northern provinces. By means of the use of an air propeller, the draft of a boat will be greatly lessened, as a water propeller of 12 inches in length requires anywhere from 20 to 24 inches of water to operate in. Thus it will be easily seen what a great advantage will be derived from the use of this air propeller, which, by the way, is just being introduced in the United States and Europe.

In the United States they have gone a step farther and placed an air plane above the boat which has a tendency to raise the entire vessel out of the water when in motion, with the exception of a small part of the stern. A speed of 60 miles per hour was recently made on the Detroit river as a boat of this description.

GOVERNOR WILL REPORT TO PRESIDENT'S COMMISSION

Governor Frear has received a blank form to fill in connection with the scheme evolved by what is known as the President's Commission. This was appointed by Mr. Taft to look into the matter of securing better efficiency and economy throughout the Federal departments.

The President's secretary, C. D. Hillis, is sending a copy to all the Governors throughout the Union.

"For Sale" cards at Bulletin.